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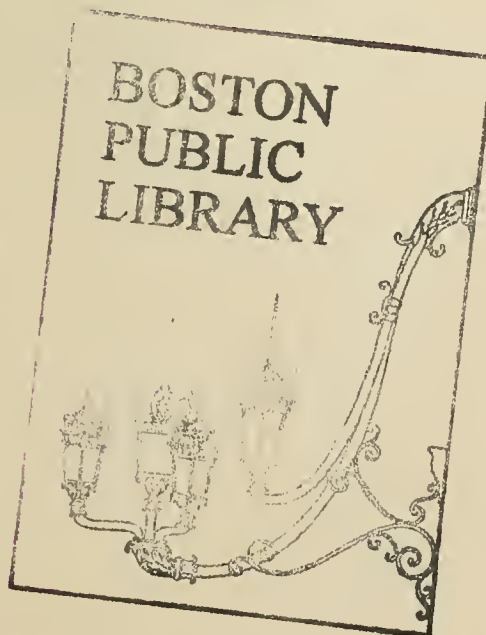
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WORKING DRAFT  
FOR  
COMMUNITY REVIEW

# JAMAICA PLAIN

Background Information, Planning Issues and  
Preliminary Neighborhood Improvement Strategies



City of Boston  
Boston Redevelopment Authority  
District Planning Program

June 1975



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## INTRODUCTION

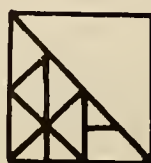
This report, prepared by the Jamaica Plain District Planner, is a draft document meant to structure discussion among residents and City representatives on planning strategies and investment needs.

The report does a number of things:

First, it establishes a base of population, income and housing data as well as a listing and analysis of recent past Public and Private Investment in Jamaica Plain. This information can be used by the District Planner and others who are involved in the planning process, neighborhood residents, Little City Hall Staff and other City agencies and departments.

Second, it offers an analysis of the major physical planning issues which confront the community along with recommended strategies. These strategies should form the basis of discussion for community residents for the CDRS and Capital Improvement participation processes as well as for involvement in issues which are not addressed by City expenditures such as rezoning, private development or wholly funded State Programs.

Third, the report recognizes that strategies are not self-fulfilling and makes recommendations for investments, both public and private, which are necessary to help carry through the recommended strategies.



JAMAICA PLAIN





## A. SHORT HISTORY

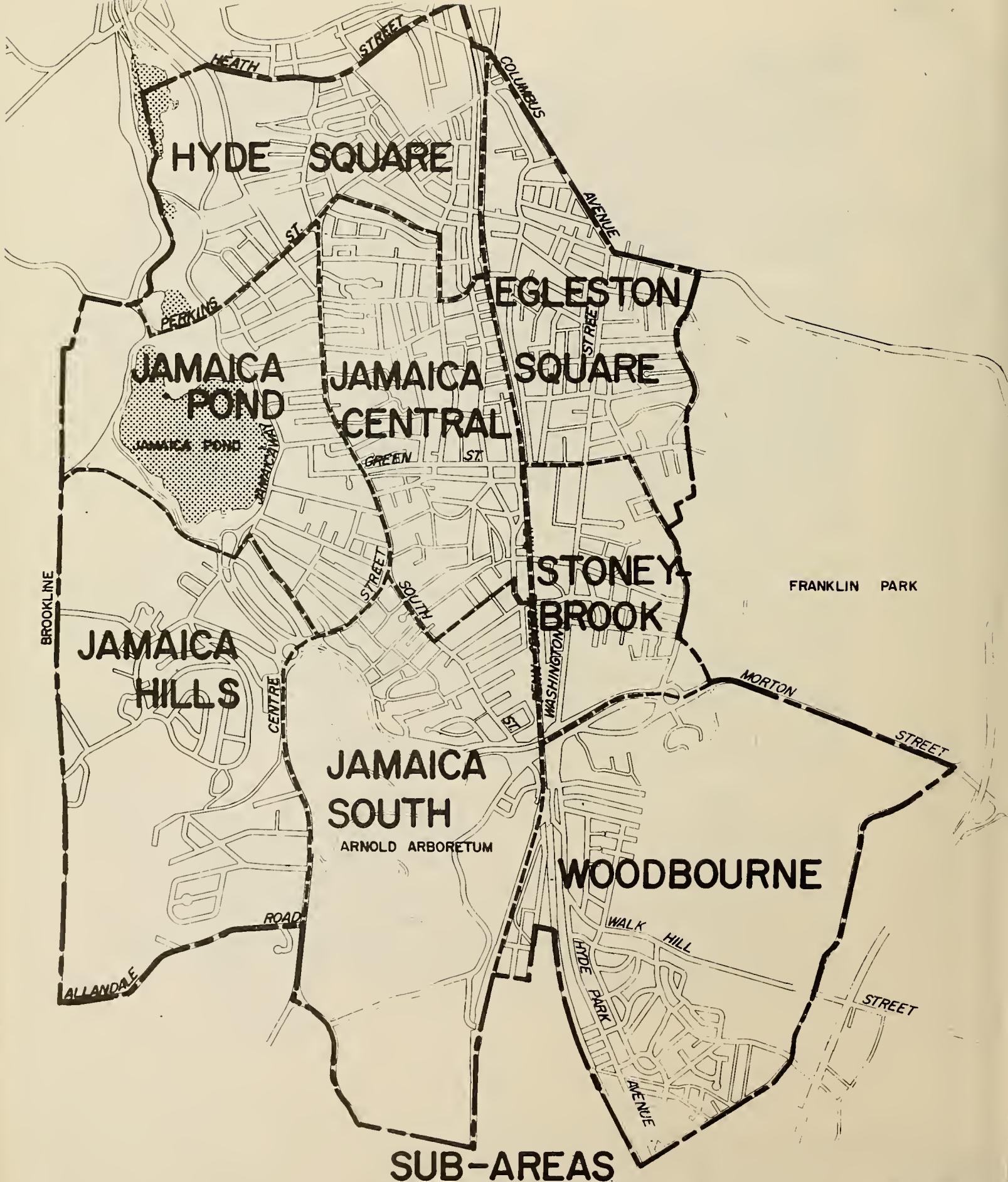
Historically, Jamaica Plain has never been a clearly defined area. It was originally part of the town of Roxbury and when West Roxbury was declared a separate community in 1851 no distinct boundary existed between Jamaica Plain and other portions of West Roxbury.

In the 17th century, West Roxbury was sparsely settled and was an area of fertile farmland which supplied much of Boston's fruit and produce. The earliest streets determined the first settlements and still define neighborhoods today in Jamaica Plain.

Two major factors influenced the early development of Jamaica Plain: a new water supply and transit extensions. In 1795, the Jamaica Plain Aqueduct Company was formed. Its water system, which extended from Jamaica Pond to Fort Hill, was a major source of water supply to Boston until 1845. This water supply attracted industry to Jamaica Plain and tanneries and breweries grew up in the band from Roxbury Crossing to Forest Hills. In 1834, the Boston and Providence railroad was constructed along Washington Street. The railroad brought commuters to Jamaica Plain and the area was no longer to be a community of farmers and wealthy residents. The new commuters built Greek Revival, Italianate and mansard houses, many of which still remain.

The last half of the 19th century brought many physical changes to Jamaica Plain. In the 1870's the street car tracks were extended from Roxbury into West Roxbury along Washington Street and Centre Street. This improved access was a stimulant to construction of middle class residential areas throughout Jamaica Plain. Most of the old estates were subdivided and cross roads were built. The area which was most intensively developed at this time was central Jamaica Plain bounded by Centre Street, Green Street and the railroad. Most of the houses built were single or two - family, detached wooden structures, although three deckers were constructed near the borders of Roxbury and the manufacturing district.

While the district has some of the finest housing in the City in the Pond and Moss Hill sections, the areas closest to the Southwest Corridor have serious housing problems with moderate abandonment along the immediate right-of-way. Egleston Square and the Hyde Square areas have been particularly hard hit with both commercial and residential deterioration, despite the Code Enforcement efforts of the early 1970's to stabilize these areas. In addition, the whole band of central Jamaica Plain has been recently hard hit by bank lending practices which have placed a fairly tight lid on mortgages and housing rehabilitation money to this area.



SUB-AREAS





## B. EXISTING CHARACTERISTICS BY SUB-AREA

Information on population, income and housing in this report is derived from the 1960 and 1970 U.S. Census. The data for Jamaica Plain is available on a sub-area basis, and for purposes of analysis, eight sub areas have been designated as shown on the sub-areas map. These sub-areas conform in general to local neighborhood association boundaries, but vary in some instances for purposes of data analysis. The 1960 Census data is not available for the designated sub-areas and comparisons between 1960 and 1970 are shown only for the district as a whole.

### 1. Egleston Square/Stoneybrook

The Egleston Square/Stoneybrook area is a residential area of approximately 10,800 people , but also contains the major portion of Jamaica Plain's industrial uses. The area is characterized by two and three family frame dwellings, with various other housing types (mainly single family) interspersed throughout. The majority of Egleston Square's population is white, with a stable black population and a small but growing number of Spanish speaking people, many of whom are newly arrived Latin Americans. Stoneybrook's population is less heterogeneous, with the white population accounting for nearly 95% of the total. Under the federally funded Community Improvement Program (CIP), many residential units in Egleston Square have been rehabilitated and needed street improvements completed; the Stoneybrook neighborhood, however, has not had the benefits of this program. The Washington Street "El" and sections of the industrial district are a blighting influence on these neighborhoods. Additionally, the long-term benefits of the CIP program and Egleston Square/Stoneybrook's residential stability depend to a great extent on the local banks' willingness to write mortgages and home improvement loans in the area.

### 2. Hyde Square

Hyde Square is a residential area of approximately 9800 people and is characterized by a predominance of multi-family dwellings. This area (which includes the Bromley Heath public housing project) is experiencing an influx of new upwardly mobile Greek and Spanish-speaking (especially Cuban) residents. At the same time, the negative influence of the Bromley Heath project and the Southwest Corridor threaten the potential upgrading process.

Hyde Square not only has the highest population density of all the district's neighborhoods, but approximately 38% of total occupied units are overcrowded (containing 1.01 persons or greater per room), a substantial portion of which are in the Bromley Heath project (one of the City's largest developments, housing some 3,670 persons in 1970). Housing closest to the

Pond is generally in good condition and housing closest to Bromley Heath is in fair to poor condition. Based on a 1969 BRA windshield survey, only 40% of the housing units in census tract 812 (which includes the Bromley Heath project) were in good condition compared to approximately 60% in this same area in 1962.

Hyde Square contains approximately 35 retail stores, including an A&P supermarket adjacent to the Bromley Heath project. Until recently, almost 25% of the stores were vacant. The present near complete occupancy (including many stores with specialty goods for the Spanish speaking population) indicates some renewed economic vitality in this area.

### 3. Jamaica Central/Jamaica South

Jamaica Central/Jamaica South is a residential area of approximately 13,500 people and is characterized by one and two family frame dwellings with various other housing types (particularly three deckers) interspersed throughout. Under the City's Community Improvement Program (CIP), many residential units have been rehabilitated and needed street improvements completed. Based on an exterior building condition survey completed in the summer of 1974 by the Jamaica Plain Little City Hall, almost 85% of the total residential structures were in good condition, with 6-8% in fair condition and 6-8% in poor condition. The blighting presence of the land cleared for the Southwest Corridor (the eastern boundary of Jamaica Central/Jamaica South) has threatened residential stability, and it is along the corridor where the majority of housing in fair to poor condition is located. As in the Egleston Square/Stoneybrook area, the long-term benefits of the CIP program and Jamaica Central/Jamaica South's residential stability depend to a great extent upon the local banks willingness to write mortgages and home improvement loans in the area.

### 4. Jamaica Hills/Jamaica Pond

Jamaica Hills/Jamaica Pond is a residential area of approximately 6200 people and is characterized by a large concentration of single family homes on moderate to large size lots and a high percentage of home ownership. The Jamaica Hills area differs from the Pond area in that the Jamaica Hills residential density is lower and its median family income and percentage of home ownership is higher. Additionally, nearly all families earning less than \$5000 per year are located in the Jamaica Pond area. In recent years, the "Pond" section has been under strong pressure to convert many of its older houses to multi-family units; there have also been conversions to nursing homes and student quarters. Additional development pressure in the area has come from institutional expansion and condominium developments (i.e., the Cabot Estate and the proposed Hellenic College housing).

### 5. Woodbourne

Woodbourne is a residential area of approximately 6000 people and is characterized by a mix of housing types with about half of the units in one and two family dwellings. The population

is almost 100% white and has a median family income of \$9130-\$10,020. The neighborhood is blighted by vacant parcels in the Southwest Corridor and by the presence of vacant and abandoned buildings, particularly the boarded structures along Hyde Park Avenue.

## COMPARATIVE STATISTICS - JAMAICA PLAIN

## 1960/1970 U.S. CENSUS DATA

	Hyde Square	Jamaica Pond	Jamaica Hills	Jamaica South	Jamaica Central	Egleston Square	Stoneybrook	Woodbourne	District	City
<u>Population</u>										
Total 1970 change from '60	9760 -	2960 -	3245 -	4187 -	9303 -	7763 -	3003 -	5999 -	46,220 -12.4%	641,071 -8%
Total Black 1970 change from '60	2019 -	0 -	22 -	107 -	173 -	1785 -	155 -	0 -	5,261 +216%	104,206 +65%
65 years and over 1970 change from '60	1043 -	795 -	463 -	647 -	1706 -	1172 -	350 -	819 -	6,995 +3%	81,718 -5%
<u>Income</u>										
Median Family Income (1970)	4099-12653	9760-12653		7186-12653	3145	7549	7186-12653	9130-12653	-	9000-11,999
% Families under \$5000 (1970)	35%	11%		20%		26%	20%	18%	20%	22%
<u>Housing</u>										
Total Dwelling unit (1970)	3511	1030	843	1522	3145	2568	1032	1972	15,623	232,856
Owner Occupied (1970) change from '60	14%	38%	85%	25%	28%	23%	17%	40%	28%	27%
Units needing fix- up in excess of \$1000	1960	11	12	117	222	1133	314	149	2918	67,102
Mobility of residents: people in same house for 5 years	-	-	-	-	-	-	-	-	53%	50%



### C. PAST PUBLIC INVESTMENT

Capital expenditures in Jamaica Plain have increased substantially from 1968 to 1974 as compared to previous periods. From 1968 to 1974 over \$17,800,000 was expended. The major thrust of the capital investment has been toward strengthening neighborhoods through the construction or renovation of community facilities, parks and streets. The City spent over \$16 million for the construction of three new schools: the Hennigan, the Aggassiz and the Curley. The City also spent over \$400,000 for the renovation of playground facilities such as those at Cornwall, Murphy, Parkman and Jefferson playgrounds. At the same time, there were over 6 miles of street reconstruction, over a mile of sidewalk reconstruction and over three miles of sewer and water work completed.

Public effort in housing has been directed in three areas of activity: conservation, leased housing and rehabilitation. The old Holtzer-Cabot factory building on Amory Street was converted by the Boston Housing Authority to 223 units of low income elderly housing, demonstrating the ability to reclaim industrial property for residential use. Under the leased housing program, the Boston Housing Authority has been able to provide low and moderate income families and individuals with attractive housing. Many residential units were rehabilitated under FHA programs and the MHFA completed a superior rehabilitation project at Cleaves Court. Since September 1973 the Mayor's Housing Improvement Program has encouraged the private rehabilitation of over 81 homes in the district. The program has been instrumental in the preservation of the housing stock by offering tax rebates to homeowners who complete certain home improvements.

### D. PAST PRIVATE INVESTMENT

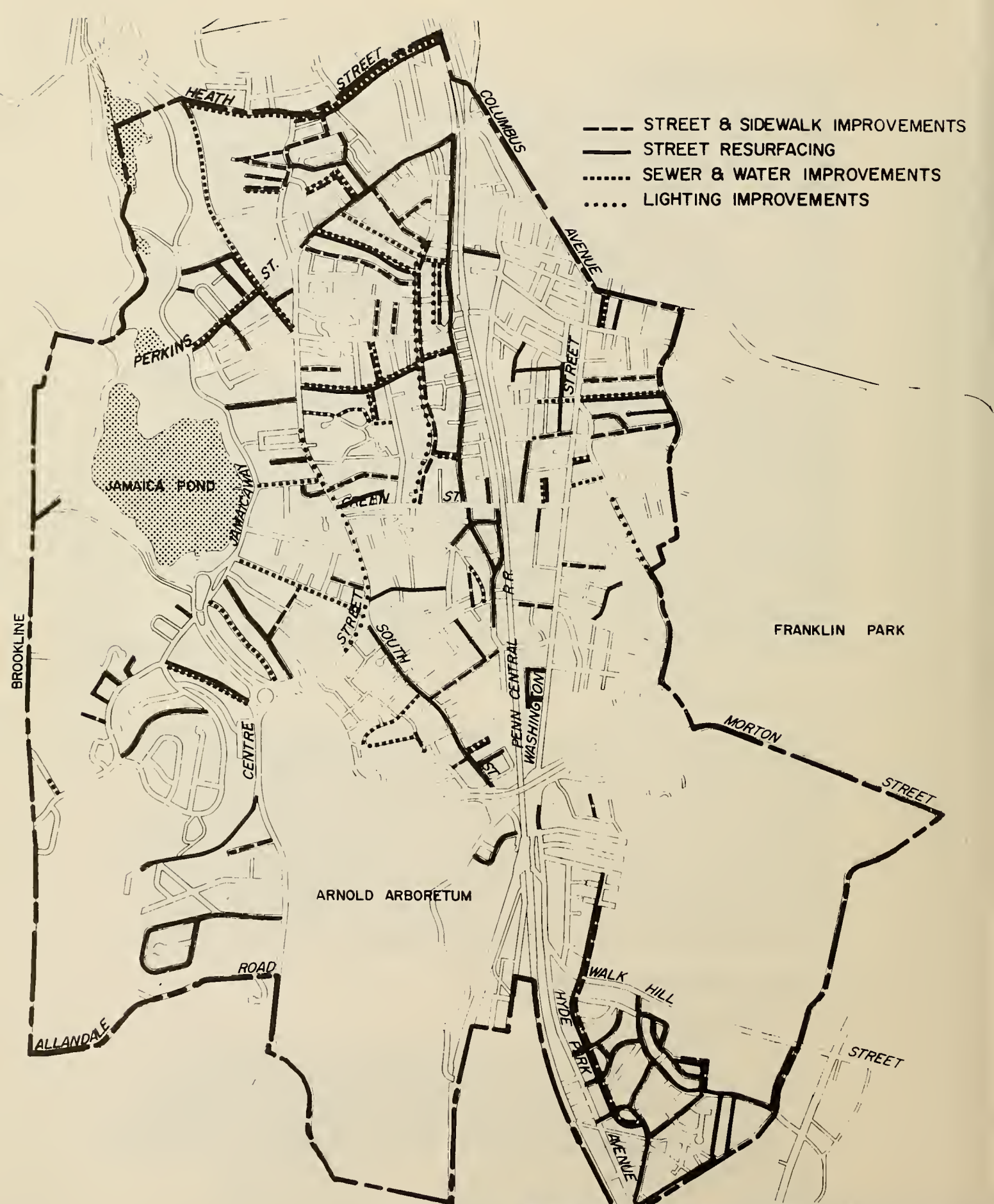
A review of building permits for construction activity in excess of \$10,000 shows that there has been substantial residential, commercial and institutional investment in Jamaica Plain from 1968 to the present. A great proportion of the total private investment is attributed to the new Faulkner Hospital; however, other institutional investment has occurred and has been evenly distributed throughout Jamaica Plain. Substantial residential construction and rehabilitation has occurred, with the majority of activity taking place in the Jamaica Hills/Jamaica Pond area. Commercial investment has been concentrated along Centre Street and has been evenly divided between new structures and rehabilitation or alteration of existing buildings.

### E. ISSUES AND PRELIMINARY STRATEGIES

#### 1. Residential Instability

a. Issue Jamaica Plain has traditionally been a family residential area with strong neighborhood ties. At present, however, there are many inter-related factors which, in various combinations, contribute to the deterioration of the housing stock and threaten the stability of many residential neighborhoods in Jamaica Plain.





- STREET & SIDEWALK IMPROVEMENTS
- STREET RESURFACING
- ..... SEWER & WATER IMPROVEMENTS
- ..... LIGHTING IMPROVEMENTS

PUBLIC IMPROVEMENTS 1968-74



**JAMAICA PLAIN**

- 1 CORNWALL PLAYGROUND
- 2 MURPHY PLAYGROUND
- 3 PARKMAN PLAYGROUND
- 4 SOUTH STREET MALL
- 5 JEFFERSON PLAYGROUND
- 6 HENNIGAN SCHOOL
- 7 CURLEY SCHOOL
- 8 AGASSIZ SCHOOL



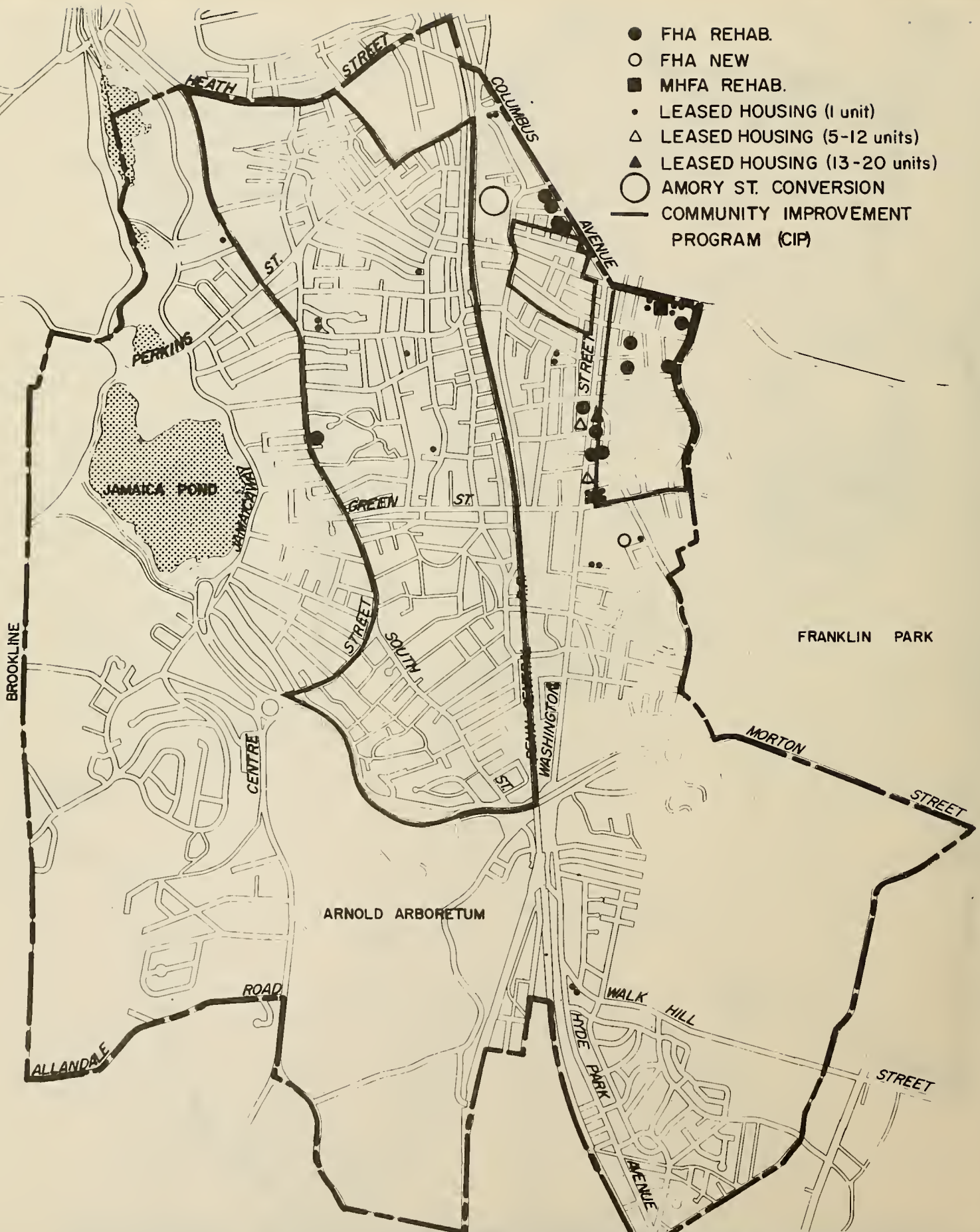
# PUBLIC FACILITIES 1968-74

## JAMAICA PLAIN

0 800 1600 3200 FEET



- FHA REHAB.
- FHA NEW
- MHFA REHAB.
- LEASED HOUSING (1 unit)
- △ LEASED HOUSING (5-12 units)
- ▲ LEASED HOUSING (13-20 units)
- AMORY ST. CONVERSION
- COMMUNITY IMPROVEMENT PROGRAM (CIP)

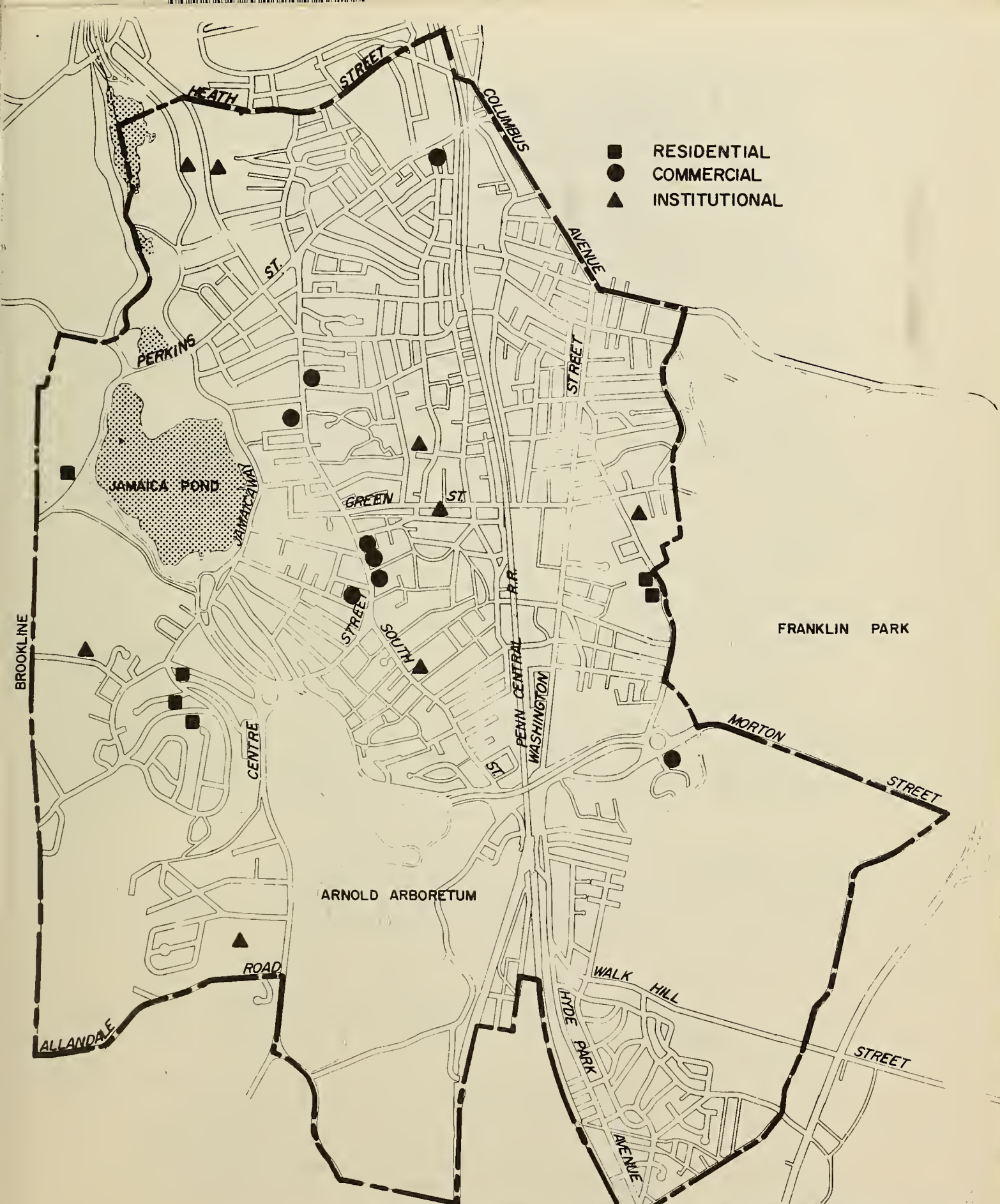


HOUSING PROGRAM 1968-74

JAMAICA PLAIN

0 800 1600 3200 FEET





PRIVATE INVESTMENT 1968-74



JAMAICA PLAIN

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These factors are:

- 1) Income Cost Squeeze: Operating costs are going up faster than income and, in combination with high taxes and modest rents, restrict the funds available for maintenance or fix-up.
  - 2) Restrictions On Availability Of Mortgages and Home Improvement Loans: In portions of Jamaica Plain, it is extremely difficult, if not impossible, for some homeowners or potential buyers to obtain a mortgage or home improvement loan. When loans are made, they often involve higher interest rates, higher down payments and shorter maturities than those made in suburban areas. Ironically, speculators or absentee owners can often obtain mortgages more easily because of collateral, established credit or higher offers for the property.
  - 3) Fear Of Crime and Social Change: Fear of crime is a major factor which has kept families from moving into or encouraged families to move out of sections of Jamaica Plain. Social change has occurred in some sections of Jamaica Plain and the beliefs associated with socioeconomic change, whether true or not, spur many middle class families to leave the area. Typically, they go through a process of disinvestment well in advance of the new lower income renters/owners and the new groups inherit a housing stock which often is too costly for them to adequately maintain.
  - 4) Presence Of Blighting Influences: The presence of blighting influences such as the Washington Street "EL," abandoned housing, dirty vacant lots, deteriorated public housing, objectionable industrial areas and the cleared tracts of land in the Southwest Corridor often discourage investment and lead to further decline in quality of the district.
  - 5) Uncertainties As To Governmental Actions: The uncertainty of plans for development of the Southwest Corridor has led to hesitations by some in making home improvements and to fears of undesirable change.
- b. Strategy The quality of residential neighborhoods can be improved through implementation of a coordinated program of credit availability, rehabilitation incentives, neighborhood improvement and capital investment as follows:
- 1) Credit Availability : Restoring the general availability of credit in Jamaica Plain is perhaps the most important element in the revitalization strategy. Lending institutions must be encouraged to provide mortgages and home improvement loans to families in Jamaica Plain and the city and community groups



should work in concert to accomplish this. Disclosure by banks of geographic lending patterns, brought about either through legislation or administrative regulation, is an integral part of this strategy and efforts such as those of the Jamaica Plain Banking & Mortgage Committee should be supported. Additionally, support is needed for state legislative action to create an agency with a mortgage guarantee fund in order to help insure the availability of mortgages in Jamaica Plain. The fund would cover any losses a bank might incur if it had to foreclose on a mortgage.

- 2) Rehabilitation Incentives: Continuation of the Housing Improvement Program (consisting of counseling, technical assistance and a 20% cash rebate) will encourage housing fix-up. Rental subsidies such as those available under federally sponsored section 8 or state-sponsored section 707 would enable property owners in those sections of Jamaica Plain which need more incentives to rehabilitate to do so by assuring an adequate cash flow to cover the cost of rehabilitation.
- 3) Neighborhood Improvement: Enforcement of occupancy regulations, code enforcement for non-owner occupied structures, securing or clearance of abandoned buildings, restoration and improvement of vacant lots and rehabilitation of community service buildings and public housing will help to upgrade residential neighborhoods and generate confidence in the future of the area. The construction of new housing is a vital component in providing for the needs of the district. Many sites in the Jamaica Hills/Jamaica Pond area, as well as parcels along the Southwest Corridor, are well suited for low rise housing. Additionally, Jamaica Plain has a particular need for construction of subsidized housing for the elderly.
- 4) Capital Investment: Reconstruction of streets and sidewalks, improvement of street lighting and capital investment in parks, schools and other public facilities demonstrate continued confidence by the city and, when coupled with other activity such as MHIP, can have a significant positive impact on an area.

## 2. Commercial Center Decline

The decline of neighborhood shopping centers in Jamaica Plain is not unusual in the era of "one stop" shopping at large outlying chain stores. The convenience of ample free parking at chain stores and variety of merchandise available in regional shopping centers make these facilities more attractive to those with automobiles. The need for neighborhood shopping areas, especially for the elderly or those without automobiles, requires that neighborhood commercial centers be upgraded and a balance of stores be provided offering the basic goods and services.

A central issue is how to make the neighborhood shopping centers competitive with outlying stores so that residents will utilize the shops and services close at hand.

Strategy: Both public and private efforts are required to enable neighborhood shopping centers to compete with larger suburban centers. Additional street lighting, street furniture and off street parking lots are needed to create a more attractive and convenient shopping environment on Centre Street and in Egleston Square, Hyde Square and Forest Hills. Continuation of police foot patrols is a major factor in the commercial center's image and will encourage shoppers to use neighborhood facilities. The City should assist businessmen's associations in setting up workshops, attracting new businesses and providing for the reuse of key parcels. These public actions and improvements, in concert with the new program providing incentives for storefront rehabilitation, will provide for a significant upgrading of Jamaica Plain's neighborhood commercial centers.

### 3. Transportation Problems

- a. Issue: Transportation problems in Jamaica Plain center around 3 major issues: street network deficiencies, traffic congestion and transportation. Heavy traffic and deferred maintenance have left many of Jamaica Plain's major roadways in poor condition. Congestion is present on major through routes, especially during rush hours, and is intensified by illegal parking and insufficient traffic control. Continuation and improvement of the MBTA's Arborway streetcar service and the design and impact of the proposed Arborway Bus Garage are issues of importance in the area of public transportation. However, the central public transportation issue in Jamaica Plain is the uncertainty associated with the Southwest Corridor Development Plans. Many Southwest Corridor issues remain to be resolved; these include: the decision to build or not to build an arterial street, development and/or reuse of Southwest Corridor land and related parcels, relocation of the Orange Line, location and layout of new stations and their attendant traffic generation and parking needs and demolition of the Washington Street "EL".

Strategy: The physical condition of the streets requires resurfacing or reconstruction and provision of new street lighting. The problem of traffic congestion requires a multi-faceted approach. A study of the existing circulation plan is needed and the function of certain congested streets should be reviewed and alternative circulation proposals considered. In particular, the proposal for the Southwest Corridor arterial street should be examined in detail with regards to its potential impact on the adjacent neighborhoods and to its capacity to resolve circulation problems and congestion on roadways not designed for through traffic. Additional roadway improvements

are needed for the gas station island at Forest Hills and on Centre Street. Traffic signalization is necessary on some major streets as well as troublesome intersections on secondary roads. Stepped-up ticketing and towing of illegally parked cars, especially double parkers, is a necessary step in the resolution of Jamaica Plain's traffic congestion, especially on Centre and Washington Streets.

The City needs to obtain accurate and complete data on the operations of the Arborway Line and work with the community to evaluate alternatives and make an informed choice within the options. Reworking of the Arborway Bus Garage plans must be accomplished to ensure its compatibility with area wide planning considerations. Of extreme importance is the need to review all consultants' studies on Southwest Corridor issues to ensure the compatibility of plans with nearby neighborhoods. Additionally, the BRA must prepare studies on key areas and issues within the Southwest Corridor and work with interested community groups to ensure informed decisions.

#### 4. Institutional And Industrial Expansion/Encroachment

- a. Issue: The Egleston Square/Stoneybrook area contains the majority of the industrial land in Jamaica Plain but it is not efficiently used and the industrial area is deteriorating because of obsolescence brought about by changing technology and poor access. An issue of increasing importance to the city is how to ensure viability of industrial firms and attract new light industry without adversely affecting the quality of life in adjacent residential neighborhoods.

Institutional expansion and encroachment is an issue of importance in Jamaica Plain, especially in the Jamaica Pond/Jamaica Hills area where institutions have continued to expand and locate in a haphazard pattern by means of individual variances and conversion of residential properties.

- b. Strategy: A study of the industrial areas in Jamaica Plain should be prepared and proposals for rezoning (if applicable) set forth, which, if adopted, should encourage intensified industrial activity within designated zones. Railroad and street improvements to provide better access and private modernization efforts would contribute to the viability of the existing industrial firms and help to attract new firms. A study of institutional locations, needs and problems should be prepared so it can be utilized as a guide to action in determining appropriate locations or expansion needs of institutions and in granting or denying individual variances.

#### F. 1975 PUBLIC INVESTMENT PROGRAM

The 1975 Program focuses on three main areas: housing, neighborhood business districts and capital improvements. The Housing Improvement Program, which provides incentives for rehabilitation of 1-6 unit owner occupied dwellings, will be available throughout the entire district and has funds for approximately 240 buildings.





## 1975 INVESTMENT PROGRAM



**JAMAICA PLAIN**

0 800 1600 3200 FEET



The elderly housing development at 545 Centre Street (an MHFA project) will provide 147 units of housing. There are also funds for demolition or securing of abandoned buildings and for restoration and improvement of vacant lots. Additionally, nearly half a million dollars has been allocated for the modernization of the Bromley-Heath public housing project.

The effort for commercial center revitalization includes the reconstruction of an off-street parking lot on Centre Street and the installation of new street lighting and the design of traffic signals for Egleston Square.

The City's capital investment in the district includes the construction of a new Jamaica Plain High School, a new police station, and the Brookside Family Life Center, renovation of three community service buildings (the Neighborhood House, the Martha Eliot Health Center and the woodworking shop at 50 Call St.) and the development of park and playground facilities at Daisey Field, Jamaica Pond, South Street, Mozart Street and the Agassiz Tot Lot. In addition, there is money allocated for street lighting and street and sidewalk reconstruction.

#### G. Future Public Investment Needs

It is important that additional public funds be expended in Jamaica Plain in future years in order to maintain the viability of its residential neighborhoods. The areas for future public investment are outlined below in a general manner; they should be discussed and refined at meetings in the neighborhoods during the coming months and more specific recommendations made. The citizen participation process is critical to the delineation of specific projects to be funded in future years.

Future investment needs for housing in Jamaica Plain include continuation of the housing improvement program to provide for the rehabilitation of approximately 250 units per year. There is also a need to provide deeper subsidies to encourage rehabilitation where the HIP is not sufficient. Further funding is needed for securing/clearance of additional abandoned buildings and restoration/ improvement of additional vacant lots. Additionally, there exists a need for an abandoned building rehabilitation program and funding to support that program. Major public investment is needed to rehabilitate and maintain the buildings and grounds of public housing projects, particularly those in the Bromley-Heath project.

Future capital investment needs include a new district fire station, provision of new parks and playfields, improvement of existing parks and playgrounds, street and sidewalk reconstruction, tree planting, new residential street lighting and commercial area street lighting in Hyde Square and Forest Hills. Street furniture, such as benches and trash containers, is needed in Egleston Square, Hyde Square, Forest Hills and Centre Street, as well as funding for a storefront rehabilitation program in



these four commercial areas. City funds are also necessary to continue and expand projects which are deemed to be successful (such as the police foot patrol program) and to provide staff for the planning and implementation of new programs (such as commercial area revitalization).

# FUTURE INVESTMENT NEEDS as related to issues, strategies and 1975 Investment Program

Issue	Strategy	1975 Investment Program	Future Investment Needs
I. QUALITY OF RESIDENTIAL NEIGHBORHOODS			
A. Restrictions on mortgage and home improvement loan availability	Increase and stabilize neighborhood mortgage and home improvement assistance		
	Preservation of stock HIP	HIP - \$300,000	HIP - 250 units/year
B. Presence of blighting influences	Securing or clearance of abandoned buildings	Clearance of abandoned, unsafe and dangerous buildings - \$150,000 Securing of vacant buildings for future rehabilitation - \$37,500	Securing/clearance of additional abandoned buildings
	Rehabilitation of secured buildings		Funding for abandoned building rehab program
	Restoration and improvement of vacant lots in residential areas	Restoration of vacant lots - \$75,000	Restoration/improvement of additional vacant lots
	Hold sizeable city-owned vacant areas for future sale or development		

C. FUTURE INVESTMENT NEEDS as related to issues, strategies and 1975 Investment Program

Issue	Strategy	1975 Investment Program	Future Investment Needs
C. Need for capital improvements	Rehabilitation of community service buildings	Renovation of the Neighborhood House - \$130,000 Renovation of the wood-working shop on Call St. - \$10,000 Renovation of Martha Eliot Health Center - \$178,000	
	Rehabilitation of public housing	Modernization of Bromley-Heath public housing project - \$448,000	Modernization of additional public housing units
	Code enforcement		Provide staff support for code enforcement program
	Capital expenditure to strengthen neighborhood	Jamaica Plain High School - \$21,000,000	
		District 13 Police Station \$1,100,000	
			New District Fire Station
		Daisey Field - \$225,000 Jamaica Pond - \$425,000 Mozart St. Play area - \$100,000 South St. Mall - \$209,334 Agassiz Tot Lot	Additional parks and playfields
		Brookside Park Family Life Center \$1,500,000	
			Sewer and water line improve.

F. FUTURE INVESTMENT NEEDS as related to issues, strategies and 1975 Investment Program

Issue	Strategy	1975 Investment Program	Future Investment Needs
. Need for new housing	Encourage private development	Centre St. Elderly Housing - \$4,540,000 Cabot Estate Condominiums 16,000,000	Hellenic College Site residential development
. Illegal occupancy	Develop action program for resolution of cases		
. Housing needs deeper than those addressed by MHIP	Develop program to address needs		Funding for housing program to be developed
II COMMERCIAL CENTER DECLINE	Maintain police foot patrols in commercial centers	Foot patrolmen on Centre St, Egleston Sq. and Forest Hills	Provide funding for continuation of foot patrolmen
	Improve lighting	Lighting in Egleston Sq. - \$120,000	Lighting in Hyde Sq. and Forest Hills
	Provide off street parking lots	Parking lot at Centre and Burroughs \$85,000	Off street parking in Egleston Sq. and Forest Hills Additional lot for Centre St.
	Reduce traffic congestion		Urban Systems projects

F. FUTURE INVESTMENT NEEDS as related to issues, strategies and 1975 Investment Program

Issue	Strategy	1975 Investment Program	Future Investment Needs
	Stimulate/attract new business		
	Reuse key parcels (a) Centre St: Old Agassiz, Gino's lot (b) Egleston: Big Bear, theatre complex, city owned lots (c) Forest Hills: Hatoff's Fitzgerald site		Acquisition, demolition, site preparation
	Establish or strengthen business-men's associations (Hyde Sq., Forest Hills)		
	Develop plans for pedestrian improvements		Provide street furniture for Centre St, Egleston Sq., Forest Hills and Hyde Sq.
	Encourage storefront rehab		Funding for rebate program for Centre St, Egleston Sq, Forest Hills, Hyde Sq.
	Market study to direct revitalization efforts		



# FUTURE INVESTMENT NEEDS as related to issues, strategies and 1975 Investment Program

Issue	Strategy	1975 Investment Program	Future Investment Program
III. Transportation Problems			
A. Street network deficiencies	Patch paving and reconstruction	Patch paving various streets. Reconstruction of South Street (State Funds)	Additional patch paving Complete reconstruction of Centre St.
	Improve traffic signalization	Traffic signal improvement at Eggleston Square \$4500	Additional signal improvements new signals
	Street lighting improvements	Street lighting (various locations) \$100,000	New street lighting; improved street lighting.
B. Traffic congestion	Provide roadway improvements to relieve congestion		

# FUTURE INVESTMENT NEEDS as related to issues, strategies and 1975 Investment Program

Issue	Strategy	1975 Investment Program	Future Investment Needs
C. Continuation of Arborway Street car Service.	Ensure continuation of Arborway Street-car service until the community and the City have had a chance to evaluate the alternatives and make a choice.		
D. Arborway Bus Garage	Ensure compatibility of design with area-wide planning and retention of street-car service.		
E. Uncertainty of S. W. Corridor Development Plans	Review all consultants' studies to ensure desirability and compatibility with existing community.		
1. Relocation of Orange Line			
2. Arterial street-build or no build			
3. Land development and reuse	Prepare studies on key areas.		
4. Demolition of Washington St. EL			
5. Location and layout of stations			
6. Traffic generation and parking			

FUTURE INVESTMENT NEEDS as related to issues, strategies and 1975 Investment Program

Issues	Strategy	1975 Investment Program	Future Investment Needs
IV. Institutional and Industrial expansion/ encroachment	Prepare study of institutional/ industrial location needs, problems etc. as a guide to action	Control individual variances granted or denied	



